

96th Street & Westfield Blvd. – Neighborhood Planning Study

Conceptual Framework – Possible Zone Descriptions & Basic Guidelines

1st Draft for Preliminary Discussion and Review

September 27, 2005

City of Carmel, Indiana

Department of Community Services (DOCS)

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Project Consultant

96th Street & Westfield Blvd. – Neighborhood Planning Study
Conceptual Framework – Zone Descriptions & Basic Guidelines

	CHARACTER / USES	URBAN DESIGN				ARCHITECTURE		LANDSCAPE / OPEN SPACE	
ZONE in Framework Plan	General Character Description	Site Planning and Building Orientation	Building Height and Scale	Parking / Traffic Treatment	Bulk / Footprint / Density	Materials	Style	Tree Preservation / Buffering	Drainage / Wetland Preservation
RESIDENTIAL CONSERVATION	<p>CURRENT STATUS: The Residential Conservation Zone is an area that includes older single-family homes with significant vegetation and tree canopy.</p> <p>INTENT of DESIGNATION: The intent of this zone is to conserve the single family / quality vegetation character by restricting redevelopment in this area. Replacing this character and vegetation/tree canopy would not be possible with redevelopment and redevelopment of this area would eliminate a significant community resource of quality housing stock and old, quality tree growth.</p> <p>FUTURE INTENDED CHARACTER: This zone would maintain much of its current character with possible improvements to streets, sidewalks and drainage in places where those issues are creating a lower quality of life for the residents of the zone.</p>	<ul style="list-style-type: none">Existing single-family structures remain as the desired building form.Should complete rebuilding occur, new structures would follow the basic scale, setbacks and form of adjacent single family homes.Should a structure be raised or demolished, the land parcel could not be subdivided, rather would continue as a single-family use.Large renovations and house additions should generally be located in the rear or side of the existing structure, maintaining a yard space between the street and the structure.Existing homes should not be connected to an adjacent home, breaking the rhythm of the single-family housing pattern.	<ul style="list-style-type: none">Existing single-family structures provide the model for height and scale, ranging from one-story ranch to two-story homes.New construction or renovation should not push the height of the structure above two inhabitable stories tall.	<ul style="list-style-type: none">Parking would be contained on driveways with minimal street parking allowed.Parking would not be allowed in the front yard areas.Traffic should be slowed with techniques deemed necessary including stop signs, speed bumps and signage.As future roadway improvements occur, sidewalks and drainage treatments should be integrated into improvement plans, along with the possibility for street trees.	<ul style="list-style-type: none">Single family homes on individual lotsLot sizes should remain as currently platted.Additions to current structures should not increase the total floor area by more than 50%	<ul style="list-style-type: none">Consistent with existing neighborhood	<ul style="list-style-type: none">Consistent with existing neighborhood	<ul style="list-style-type: none">Mature Trees should be preserved as part of the neighborhood's overall natural qualityAdditional tree planting should be encouraged for future growth	<ul style="list-style-type: none">As roadway improvements occur, drainage solutions should be planned as well. These solutions might include structured drainage underground or swales / natural drainage techniques.

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MIXED-USE BUSINESS	<p>CURRENT STATUS: The Mixed-Use Business Zone is currently split between two governmental jurisdictions, Hamilton County (City of Carmel) and Marion County (City of Indianapolis). This area currently has many different commercial uses including auto dealerships, gas stations, strip malls and low-density office buildings. Single Family Residential uses are found on the south side of 96th Street and along Haverstick Road. A large vacant land parcel is located at the corner of 96th Street and Westfield Blvd.</p> <p>INTENT of DESIGNATION: When land uses are allowed to mix in a designed manner, the need for single purpose automobile trips decreases and the opportunity for compact, efficient land use increases. As development would occur in this zone, it is intended that land uses could be mixed (i.e. residential housing options located near or above office/ commercial/ retail). It is also intended that this designation would encourage individual projects to be DESIGNED as part of the collective approach and character of the whole zone, working with the area's access, open space and aesthetic systems to build a unified whole.</p> <p>FUTURE INTENDED CHARACTER: This zone would feel like a comfortable village setting with two to five story buildings which relate to each other in orientation and form. Holding the fabric of these buildings together would be a series of streets and sidewalks, which are pedestrian scaled, promote slower traffic and themselves are places for people. The character would not be that of a large “office park” with large parking lots and traffic, which revolves only around workday hours.</p>	<ul style="list-style-type: none"> Buildings should be oriented on their site in ways that understand and benefit from environmental conditions such as drainage, solar direction, wind effects and light/shadow. Buildings should address the street front with entrances off the street. Buildings should be sensitive to other surrounding buildings with regards to setback distances and height. Groupings of buildings should take into consideration the spaces created between them such as common areas, yards, walkways, etc. 	<ul style="list-style-type: none"> Buildings should have between two and five stories of useable space. The first floor of each building should have “active” uses such as retail or allow for “permeability” with visibility into the activities of the building through the windows. Roof overhangs or cornice lines should be utilized to give scale to the building and the public surroundings. 	<ul style="list-style-type: none"> Space for parking should be directed to the rear or side of the building When parking is exposed to the street edge, it should be buffered with extensive vegetation and trees. Adjacent users should share parking areas to promote the maximum benefit of each parking space. On Street Parking should be encouraged to reduce the need for parking lots and for the benefit of slowing traffic. Streets should be designed with narrow street sections (maximum of two traffic lanes) to facilitate slower traffic speeds. Small traffic circles should be incorporated to facilitate smoother traffic flow. If feasible with environmental and economic conditions, below-grade parking should be included in building designs. 	<ul style="list-style-type: none"> Buildings should have a maximum footprint of 15,000 square feet and 75,000 total square feet in the building. (Gross Square Footage) Simple square box buildings are not encouraged; rather, buildings that create outdoor and public spaces with their building form are seen as desirable. Building step backs are encouraged in situations where this will aid shade/shadow issues and interior daylighting opportunities. Narrow, long buildings should be considered for their environmental benefits including daylighting and ventilation. 	<ul style="list-style-type: none"> Buildings should be clad in comfortable building materials such as wood and brick, etc. Glass and Steel present acceptable alternatives when they create an engaging interaction with the public realm (reflective glass would be an example of something not fitting with this guideline) Materials should be durable and be utilized in a way that understands basic building science for moisture control, energy efficiency, and health and safety (mold, etc.) Building colors should reflect the unique character of this area and avoid monotonous and bland colors. 	<ul style="list-style-type: none"> Village style architecture with hipped roofs Arts and Crafts styling Large, glass and steel modern buildings are not encouraged, unless they offer a dynamic experience in the public realm and are inviting. Variation, uniqueness and expression are encouraged in the architecture, while keeping with the principles of Urban Design outlined earlier. 	<ul style="list-style-type: none"> Effort should be taken to preserve existing tree areas through smart site design. Trees and landscape elements should do more than just decorate the outside of the building. They should serve to define outdoor spaces, be members of a total environmental system (i.e drainage and treatment) and create energy efficiencies with shade and light for buildings. All roadways should include street trees as buffering from roadway to sidewalk. 	<ul style="list-style-type: none"> Parking lots should include drainage elements such as filtering strips, below-grade detention and grass paving. Stormwater detention/retention areas should be designed as public art amenities for the area with understanding of issues of public safety and potential to assist in water treatment. Green roofs should be encouraged as a technique for managing drainage, reducing building energy use, improving air quality and increasing usable green space. Drainage issues should be evaluated as a complete system, not just individual sites. Shared drainage solutions between properties should be encouraged.

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TRANSIT CENTER	<p>CURRENT STATUS: The Transit Center Zone currently includes an auto dealership on the northwest corner of 96th Street and Keystone Blvd. It is included within the Mixed-Use Business Zone because it would contain similar character and development patterns.</p> <p>INTENT of DESIGNATION: The intent of this zone is to acknowledge the possible connection into a larger, regional transit network (currently under feasibility study) and the resulting opportunity for creating a well-designed hub for a stop along that system that serves the neighborhood as well as the larger Carmel community. The location of this zone assumes that the transit system can access the northwest corner of 96th Street and Keystone Blvd. Should this not be the case, then it would be desired that a hub center could be located near the shown zone area.</p> <p>FUTURE INTENDED CHARACTER: This zone would include two to four story structures with a mix of uses including residential, office, retail and commercial. These structures would be site designed in a way that would allow for a comfortable pedestrian experience and high quality aesthetic. In addition, whatever mode of transit (light rail, bus, dedicated monorail, etc.) would be designed to connect to this system of buildings, open spaces and parking areas.</p>	<ul style="list-style-type: none"> Buildings should be oriented on their site in ways that understand and benefit from environmental conditions such as drainage, solar direction, wind effects and light/shadow. Buildings should address the street front with entrances off the street. Groupings of buildings should take into consideration the spaces created between them such as common areas, yards, walkways, etc. Building orientation should facilitate a smooth flow of traffic for automobiles, pedestrians and transit systems. Site Planning should allow for pedestrian access to the Transit Center area from surrounding areas. Lighting should respect adjacent areas where applicable. 	<ul style="list-style-type: none"> Buildings should have between two and five stories of useable space. One-story buildings should be avoided as they would not be an efficient use of land in this area. The first floor of each building should have “active” uses such as retail or allow for “permeability” with visibility into the activities of the building through the windows. Roof overhangs or cornice lines should be utilized to give scale to the building and the public surroundings. 	<ul style="list-style-type: none"> The Transit Center should have a structured parking facility with the first floor including “active” uses such as retail and office. This structured facility should be connected via pedestrian pathways to buildings and transit stations. On Street Parking is not encouraged, as the street system should allow smooth transit and traffic flow with few obstructions. Streets should be designed to facilitate simple navigation and safe automobile interaction with transit systems and pedestrians. If feasible with environmental and economic conditions, below-grade parking should be included in building designs. 	<ul style="list-style-type: none"> Buildings should have a maximum footprint of 20,000 square feet and 1000,000 total square feet in the building. (Gross Square Footage) Simple square box buildings are not encouraged; rather, buildings that create outdoor and public spaces with their building form are seen as desirable. Building step backs are encouraged in situations where this will aid shade/shadow issues and interior daylighting opportunities. Narrow, long buildings should be considered for their environmental benefits including daylighting and ventilation. 	<ul style="list-style-type: none"> Glass and Steel materials present acceptable options when they create an engaging interaction with the public realm (reflective glass would be an example of something not fitting with this guideline) Mixing materials to create unique character is desirable. At a minimum, materials which interact with the public realm (i.e. 1st Floor) should be “comfortable” (i.e brick, wood, patterned concrete) Materials should be durable and be utilized in a way that understands basic building science for moisture control, energy efficiency, and health and safety (mold, etc.) Building colors should reflect the unique character of this area and avoid monotones and bland colors. 	<ul style="list-style-type: none"> Variation, uniqueness and expression are encouraged in the architecture, while keeping with the principles of Urban Design form outlined earlier. Modern designs should respect the character of the surrounding neighborhood and natural setting. Large glass box buildings are not desirable. The architecture of the transit center should create a landmark character that is recognizable and unique to the area. 	<ul style="list-style-type: none"> Effort should be taken to preserve existing tree areas through smart site design. Trees and landscape elements should do more than just decorate the outside of the building. They should serve to define outdoor spaces, be members of a total environmental system (i.e drainage and treatment) and create energy efficiencies with shade and light for buildings. All roadways should include street trees as buffering from roadway to sidewalk. 	<ul style="list-style-type: none"> Parking lots should include drainage elements such as filtering strips, below-grade detention and grass paving. Stormwater detention/retention areas should be designed as public art amenities for the area with understanding of issues of public safety and potential to assist in water treatment. Green roofs should be encouraged as a technique for managing drainage, reducing building energy use, improving air quality and increasing usable green space. Drainage issues should be evaluated as a complete system, not just individual sites. Shared drainage solutions between properties should be encouraged.

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WOODLAND CONSERVATION	<p>CURRENT STATUS: The Woodland Conservation Zones are areas of significant tree and vegetation resources (like small forests), concentrated on parcels of land owned by private citizens, not the City or County park system.</p> <p>INTENT of DESIGNATION: The intent of this zone is to recognize that these areas are significant to the health, beauty and environmental welfare of the community at large and the general eco-system of the neighborhood. By intending conservation, the designation indicates that these areas should be preserved for future generations, as they are nearly impossible to replace in the foreseeable future. At the same time, it also indicates that those private owners receive compensation for this conservation intent. This conservation has a hierarchy of desirable options from most desirable (purchase of the property for conversion to park or open space) to least desirable (development of the property that conserves the character of the forest, but allows for compensation to the owners).</p> <p>FUTURE INTENDED CHARACTER: This zone would maintain much of its current character as forest and woodland area. If development would occur, it should happen in areas that would allow the woodlands to remain, to the greatest extent possible, and allow for the parcel to continue to appear as a woodlands area to public “faces” such as street fronts and sidewalks. (The exception to this would be parcels adjacent to 96th Street where the possible neighborhood-scaled commercial buildings would address the street edge with woodlands behind.)</p>	<ul style="list-style-type: none"> Should new development occur in this zone, site planning should seek to preserve large woodland areas in favor of small, non-usable “clumps” of woodlands. Site planning should coordinate with park and roadway designs to offer opportunities for pedestrian walkways and paths, which take advantage of the woodland character of the area. Along 96th Street, buildings should be adjacent to the street edge with large areas of woodlands left behind, buffering to the adjacent zones. In other situations, woodland areas should act as a buffer to street edges with development occurring behind the buffer. Lighting should be considered only in the early evening hours with minimal commercial lighting affecting neighbors. 	<ul style="list-style-type: none"> No buildings should be above two stories in height. Single story buildings are desirable, allowing visual connectivity to the woodland areas remaining on the land parcel. 	<ul style="list-style-type: none"> Parking should be kept to a minimum with uses being of a low intensity nature (single family residential or professional small office) Parking spaces should be small with consideration given to grass paving techniques. In situations where a tree buffer to the public realm is desired, parking entrance and exit should occur on adjacent streets or to the back of the parcel. 	<ul style="list-style-type: none"> If a possible situation arises, a transfer of development rights should be considered where the development capacity of the woodland area would be transferred to an adjacent land area in exchange for keeping the area woodlands. Along 96th Street, if development occurs, buildings should be narrow, preserving woodlands areas as much as feasible. In other areas, the footprint of development should be design to preserve as much woodland area as possible. 	<ul style="list-style-type: none"> Materials should reflect the natural character of the development’s surroundings. Colors should also reflect this natural setting. 	<ul style="list-style-type: none"> Prairie Style and Arts and Crafts styles are desirable for natural woodland areas Modern styles are conducive in areas where the objective is to reflect the nature of the area in the starkness of the architecture. 	<ul style="list-style-type: none"> Effort should be taken to preserve existing tree areas through smart site design. If possible, and if development must occur, then opportunities for the moving of significant trees should be explored. 	<ul style="list-style-type: none"> Parking spaces should include drainage elements such as filtering strips, below-grade detention and grass paving. Green roofs should be encouraged as a technique for managing drainage, reducing building energy use, improving air quality and increasing usable green space. Drainage issues should be evaluated as a complete system, not just individual sites. Shared drainage solutions between properties should be encouraged.

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SINGLE FAMILY AS OFFICE	<p>CURRENT STATUS: The Single Family as Office Zone is an area of well-kept, single family homes with heavy vegetation and tree cover. These homes are along Wild Cherry Lane and Haverstick Road.</p> <p>INTENT of DESIGNATION: The area designated Single Family as Office is a zone between two distinctively different zones. To the north, the Residential Conservation zone is where single-family homes are surrounded by existing, old growth tree canopy. To the south, 96th Street and its traffic and development patterns are making single-family land use less desirable. Therefore, the intent of this zone is to maintain the <u>form</u> of the single family home and its vegetation and trees as a transition buffer between north and south, but allow the conversion of the <u>use</u> of the home to allow for small scale office uses, such as an accounting firm or other professional services, which generate little to no visitor traffic.</p> <p>FUTURE INTENDED CHARACTER: This zone would maintain much of its current character as wooded single structures having the form of single-family homes. Over time, these homes might continue to be used as single-family residences or might be converted into small offices with no major lighting or parking/traffic allowed. This area would serve then as a transition between newer, denser development on 96th Street and the Conservation Zone of single family homes in the neighborhoods to the north.</p>	<ul style="list-style-type: none"> Existing single-family structures remain as the desired building form. Should complete rebuilding occur, new structure would follow the basic scale, setbacks and form of adjacent single family homes Should a structure be raised or demolished, the land parcel could not be subdivided, rather would continue as the form of single-family housing. Large renovations and home/office additions should generally be located in the rear or side of the existing structure, maintaining a yard space between the street and the home/office. Existing homes should not be connected to an adjacent home (creating a larger office/home), breaking the rhythm of the single-family housing pattern. 	<ul style="list-style-type: none"> Existing single-family structures provide the model for height and scale, ranging from one-story ranch to two-story homes. New construction or renovation should not push the height of the structure above two inhabitable stories tall. 	<ul style="list-style-type: none"> Parking would be contained on driveways with minimal street parking allowed. Parking would not be allowed in the front yard areas. Traffic should be slowed with techniques deemed necessary including stop signs, speed bumps and signage. As future roadway improvements occur, sidewalks and drainage treatments should be integrated into improvement plans, along with the possibility for street trees. Small Parking areas can be created in the back yards of each home/office, accommodating no more than 5 cars. 	<ul style="list-style-type: none"> Single family home form on individual lots Lot sizes should remain as currently platted. Additions to current structures should not increase the total floor area by more than 50% 	<ul style="list-style-type: none"> Consistent with existing, adjacent development 	<ul style="list-style-type: none"> Consistent with existing, adjacent development 	<ul style="list-style-type: none"> Mature Trees should be preserved as part of the neighborhood's overall natural quality Additional tree planting should be encouraged for future growth 	<ul style="list-style-type: none"> As roadway improvements occur, drainage solutions should be planned as well. These solutions might include structured drainage underground or swales / natural drainage techniques.

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LIVE / WORK	<p>CURRENT STATUS: The Live/Work Zone is currently an area of single-family homes along 96th Street. This zone includes one lot north of 96th Street.</p> <p>INTENT of DESIGNATION: The intent of this zone is to acknowledge that as 96th Street continues to be a roadway that is both desirable for development and a mover of traffic volumes, there is less desirability for single family homes in the area. Therefore, this designation intends to provide a land use that is more conducive to and benefits from the higher traffic volumes of 96th Street and at the same time can be an excellent buffer for the Residential Conservation zone to the immediate north, which would find less desirability to be located on a street with the characteristics of 96th Street.</p> <p>FUTURE INTENDED CHARACTER: This zone would include residential housing types such as town homes or narrow lot single family homes, where the owners would also be allowed to operate a small business in a portion of the structure. This type of business would be small-scale professional office and would have minimal signage, lighting, traffic and parking. The structure types would address 96th Street with the “back” of the structure having a quality design and appropriate vegetative buffering towards the single-family homes to the north.</p>	<ul style="list-style-type: none">• Buildings should be oriented on their site in ways that understand and benefit from environmental conditions such as drainage, solar direction, wind effects and light/shadow.• Buildings should address the 96th Street front with setback open space and pathways between the buildings and roadway.• Buildings should be sensitive to other surrounding buildings with regards to setback distances, height, vegetation buffers and “back of house” design and uses (aesthetically pleasing “backs” and no trash bins, etc).• Groupings of buildings should take into consideration the spaces created between them such as common areas, yards, walkways, etc.	<ul style="list-style-type: none">• Units should be no taller than three stories high.• Roof overhangs and cornice lines should be utilized to give scale to the units.	<ul style="list-style-type: none">• Each unit should include a two car garage and a two car driveway• A parallel parking lane/small parking area for visitor parking would accommodate one visitor for each unit.• Parking areas should only be lit at the unit over the driveway area. Large lighting would be prohibited.• Professional Office uses would be allowed to have three visitor cars at one time (Their driveway spaces (2) along with one (1) visitor space.• Garage spaces would be at the discretion of the owner.	<ul style="list-style-type: none">• Each Unit should have a footprint no greater than 1000 square feet.	<ul style="list-style-type: none">• Buildings should be clad in comfortable building materials such as wood and brick, etc.• Glass and Steel present acceptable alternatives when they create an engaging interaction with the public realm (reflective glass would be an example of something not fitting with this guideline)• Materials should be durable and be utilized in a way that understands basic building science for moisture control, energy efficiency, and health and safety (mold, etc.)• Building colors should reflect the unique character of this area and avoid monotonous and bland colors.	<ul style="list-style-type: none">• Variation, uniqueness and expression are encouraged in the architecture, while keeping with the principles of Urban Design form outlined earlier.• Modern designs should respect the character of the surrounding neighborhood and natural setting.• “Backs” of structures should be designed to enhance the visual experience of the residential conservation zone to the north.	<ul style="list-style-type: none">• Effort should be taken to preserve existing tree areas through smart site design.• Trees and landscape elements should do more than just decorate the outside of the building. They should serve to define outdoor spaces, be members of a total environmental system (i.e drainage and treatment) and create energy efficiencies with shade and light for buildings.• Additional tree planting should be encouraged for future growth and to act as natural buffering to existing single-family zones.	<ul style="list-style-type: none">• Parking spaces should include drainage elements such as filtering strips, below-grade detention and grass paving.• Green roofs should be encouraged as a technique for managing drainage, reducing building energy use, improving air quality and increasing usable green space.• Drainage issues should be evaluated as a complete system, not just individual sites. Shared drainage solutions between properties should be encouraged.

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TOWNHOMES	<p>CURRENT STATUS: The Townhome Zone is currently an area of single-family homes immediately east of Westfield Blvd. This zone includes one lot of homes east of Westfield Blvd.</p> <p>INTENT of DESIGNATION: The intent of this zone is to acknowledge that as Westfield Blvd. is redesigned with a center median (allowing no left turns for single family home driveways) and continues to host large traffic volumes, there is less desirability for single family homes in the area. Therefore, this designation intends to provide a land use that is more conducive to the higher traffic volumes of Westfield (and allows for single point of entry/exit) and at the same time can be an excellent buffer for the Residential Conservation zone to the immediate east, which would find less desirability to be located on a street with the characteristics of the redesigned Westfield Blvd.</p> <p>FUTURE INTENDED CHARACTER: This zone would include residential housing types such as town homes or narrow lot single-family homes. The structure types would address Westfield Blvd. with the “back” of the structure having a quality design and appropriate vegetative buffering towards the single-family homes to the east.</p>	<ul style="list-style-type: none">• Buildings should be oriented on their site in ways that understand and benefit from environmental conditions such as drainage, solar direction, wind effects and light/shadow.• Buildings should address the Westfield Blvd. front with setback open space and pathways between the buildings and roadway.• Buildings should be sensitive to other surrounding buildings with regards to setback distances, height, vegetation buffers and “back of house” design and uses (aesthetically pleasing “backs” and no trash bins, etc).• Groupings of buildings should take into consideration the spaces created between them such as common areas, yards, walkways, etc.	<ul style="list-style-type: none">• Units should be no taller than three stories high.• Roof overhangs and cornice lines should be utilized to give scale to the units.	<ul style="list-style-type: none">• Each unit should include a two-car garage and a two car driveway• A parallel parking lane/small parking area for visitor parking would accommodate one visitor for each unit.• Parking areas should only be lit at the unit over the driveway area. Large lighting would be prohibited.• Professional Office uses would be allowed to have three visitor cars at one time (Their driveway spaces (2) along with one (1) visitor space.• Garage spaces would be at the discretion of the owner.	<ul style="list-style-type: none">• Each Unit should have a footprint no greater than 1000 square feet.	<ul style="list-style-type: none">• Buildings should be clad in comfortable building materials such as wood and brick, etc.• Glass and Steel present acceptable alternatives when they create an engaging interaction with the public realm (reflective glass would be an example of something not fitting with this guideline)• Materials should be durable and be utilized in a way that understands basic building science for moisture control, energy efficiency, and health and safety (mold, etc.)• Building colors should reflect the unique character of this area and avoid monotonous and bland colors.	<ul style="list-style-type: none">• Variation, uniqueness and expression are encouraged in the architecture, while keeping with the principles of Urban Design form outlined earlier.• Modern designs should respect the character of the surrounding neighborhood and natural setting.• “Backs” of structures should be designed to enhance the visual experience of the residential conservation zone to the east.	<ul style="list-style-type: none">• Effort should be taken to preserve existing tree areas through smart site design.• Trees and landscape elements should do more than just decorate the outside of the building. They should serve to define outdoor spaces, be members of a total environmental system (i.e drainage and treatment) and create energy efficiencies with shade and light for buildings.• Additional tree planting should be encouraged for future growth and to act as natural buffering to existing single-family zones.	<ul style="list-style-type: none">• Parking spaces should include drainage elements such as filtering strips, below-grade detention and grass paving.• Green roofs should be encouraged as a technique for managing drainage, reducing building energy use, improving air quality and increasing usable green space.• Drainage issues should be evaluated as a complete system, not just individual sites. Shared drainage solutions between properties should be encouraged.

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MIXED-USE RESIDENTIAL (East of Westfield Blvd.)	<p>CURRENT STATUS: The Mixed-Use Residential Zone east of Westfield Blvd. includes several larger lot (greater than one acre) single-family residences as well as open grass and tree areas, which has been used for horse grazing in the past.</p> <p>INTENT of DESIGNATION: The intent of this zone is to acknowledge that as Westfield Blvd. is redesigned with a center median (allowing no left turns for single family home driveways) and continues to host large traffic volumes, there is less desirability for single family homes in the area. Also, in an effort to promote the idea of creating a true neighborhood with a mix of housing types, this area provides the best redevelopment potential for non-single family residences due to its larger land parcel size.</p> <p>FUTURE INTENDED CHARACTER: This zone would include residential housing types such as town homes, apartments or narrow lot single-family homes, mixed together in a fashion that would be visually interesting (Not row after row of the same structure and color). At the intersection of 99th Street and Westfield Blvd. small, neighborhood scale commercial outlets (i.e coffee shop) would be allowed where the use handled traffic, parking and lighting in a neighborhood sensitive manner. The development pattern would recognize existing single-family homes to the south and east with quality design, open space, and vegetation buffering. Also, open spaces within the redevelopment would be public in nature, allowing existing residents access to new open space resources, as well as acting as drainage/wetland features to alleviate potential neighborhood drainage issues.</p>	<ul style="list-style-type: none"> Buildings should be oriented on their site in ways that understand and benefit from environmental conditions such as drainage, solar direction, wind effects and light/shadow. Buildings should address the street network of the development with setback open space between the buildings and roadway. Buildings should be sensitive to other surrounding buildings with regards to setback distances, height, vegetation buffers and “back of house” design and uses (aesthetically pleasing “backs” and no trash bins, etc). Groupings of buildings should take into consideration the spaces created between them such as common areas, yards, walkways, etc. The roadway network of the development should be logical and follow best practices in compact development form. 	<ul style="list-style-type: none"> Units should be no taller than three stories high. Roof overhangs and cornice lines should be utilized to give scale to the units. 	<ul style="list-style-type: none"> Each unit should include a two-car garage and a two car short driveway located off a rear access alleyway. On-street parking should be allowed on all street areas. Parking areas should only be lit at the unit over the driveway area. Large lighting would be prohibited. Near neighborhood commercial activities (small coffee shop, etc) parking would be limited to three spaces for every 1,000 square feet of space. On-Street parking should be regarded as a viable parking alternative. Streets should be designed with narrow street sections (maximum of two traffic lanes) to facilitate slower traffic speeds. 	<ul style="list-style-type: none"> Each Housing Unit should have a footprint no greater than 1200 square feet. Neighborhood Commercial activities should have a footprint no greater than 3000 square feet. 	<ul style="list-style-type: none"> Buildings should be clad in comfortable building materials such as wood and brick, etc. Glass and Steel present acceptable alternatives when they create an engaging interaction with the public realm (reflective glass would be an example of something not fitting with this guideline) Materials should be durable and be utilized in a way that understands basic building science for moisture control, energy efficiency, and health and safety (mold, etc.) Building colors should reflect the unique character of this area and avoid monotonous and bland colors. 	<ul style="list-style-type: none"> Variation, uniqueness and expression are encouraged in the architecture, while keeping with the principles of Urban Design form outlined earlier. Modern designs should respect the character of the surrounding neighborhood and natural setting. “Backs” of structures should be designed to enhance the visual experience of the residential conservation zone to the east and south. 	<ul style="list-style-type: none"> Effort should be taken to preserve existing tree areas through smart site design. Trees and landscape elements should do more than just decorate the outside of the building. They should serve to define outdoor spaces, be members of a total environmental system (i.e drainage and treatment) and create energy efficiencies with shade and light for buildings. Additional tree planting should be encouraged for future growth and to act as natural buffering to existing single-family zones. 	<ul style="list-style-type: none"> Parking spaces should include drainage elements such as filtering strips, below-grade detention and grass paving. Green roofs should be encouraged as a technique for managing drainage, reducing building energy use, improving air quality and increasing usable green space. As roadway improvements occur, drainage solutions should be planned as a complete system with understanding of surround neighborhood issues. These solutions might include structured drainage underground or swales / natural drainage techniques. Stormwater detention/retention areas should be designed as public art amenities for the area with understanding of issues of public safety and potential to assist in water treatment.

96th Street & Westfield Blvd. – Neighborhood Planning Study
Conceptual Framework – Zone Descriptions & Basic Guidelines

	CHARACTER / USES	URBAN DESIGN				ARCHITECTURE		LANDSCAPE / OPEN SPACE	
ZONE in Framework Plan	General Character Description	Site Planning and Building Orientation	Building Height and Scale	Parking / Traffic Treatment	Bulk / Footprint / Density	Materials	Style	Tree Preservation / Buffering	Drainage / Wetland Preservation
MIXED-USE RESIDENTIAL (West of Westfield Blvd.)	<p>CURRENT STATUS: The Mixed-Use Residential Zone west of Westfield Blvd. is currently the home of the Sunrise Golf Course. This course includes open terrain on the east portion and wooded areas to the west.</p> <p>INTENT of DESIGNATION: While the current golf course is used for its recreation purpose, long-term trends in land values and development pressure indicate that it is a possible redevelopment site for the future. Understanding this, the intent of the designation is to ensure that this large area be developed in a unique way with services, housing types, aesthetics, and open spaces that are of value to the surrounding neighborhood and the community as a whole. It is also intended that this area can become a gathering point and neighborhood hub for the south part of Carmel/Clay Township.</p> <p>FUTURE INTENDED CHARACTER: This area would have the feel of a neighborhood village with a variety of housing types (single family, townhomes, apartments over small commercial services) and large open spaces, which would be useable as recreation areas, for not only the area itself, but the greater public. Along Westfield Blvd. two to three story structures would address the street with retail/commercial on the first floor and apartments/condominiums/offices above. Behind this area to the west would be places for a mix of housing types with significant open spaces for vegetation and recreation. The street network would be designed for pedestrian mobility and would allow many connection points for traffic flow.</p>	<ul style="list-style-type: none"> Buildings should be oriented on their site in ways that understand and benefit from environmental conditions such as drainage, solar direction, wind effects and light/shadow. Buildings should address the street network of the development with setback open space between the buildings and roadway. Buildings should be sensitive to other surrounding buildings with regards to setback distances, height, vegetation buffers and “back of house” design and uses (aesthetically pleasing “backs” and no trash bins, etc). Groupings of buildings should take into consideration the spaces created between them such as common areas, yards, walkways, etc. The roadway network of the development should be logical and follow best practices in compact development form. 	<ul style="list-style-type: none"> Units should be no taller than three stories high. Roof overhangs and cornice lines should be utilized to give scale to the units. 	<ul style="list-style-type: none"> Each unit should include a two-car garage and a two car short driveway located off a rear access alleyway. On-street parking should be allowed on all street areas. Parking areas should only be lit at the unit over the driveway area. Large lighting would be prohibited. Near neighborhood commercial activities parking would be limited to four spaces for every 1,000 square feet of space. On-Street parking should be regarded as a viable parking alternative. Streets should be designed with narrow street sections (maximum of two traffic lanes) to facilitate slower traffic speeds. 	<ul style="list-style-type: none"> Each Housing Unit should have a footprint no greater than 1000 square feet. Neighborhood Commercial buildings should have a footprint no greater than 5000 square feet. 	<ul style="list-style-type: none"> Buildings should be clad in comfortable building materials such as wood and brick, etc. Glass and Steel present acceptable alternatives when they create an engaging interaction with the public realm (reflective glass would be an example of something not fitting with this guideline) Materials should be durable and be utilized in a way that understands basic building science for moisture control, energy efficiency, and health and safety (mold, etc.) Building colors should reflect the unique character of this area and avoid monotonous and bland colors. 	<ul style="list-style-type: none"> Variation, uniqueness and expression are encouraged in the architecture, while keeping with the principles of Urban Design form outlined earlier. Modern designs should respect the character of the surrounding neighborhood and natural setting. “Backs” of structures should be designed to enhance the visual experience of the residential conservation zone to the east and south. 	<ul style="list-style-type: none"> Effort should be taken to preserve existing tree areas through smart site design. Trees and landscape elements should do more than just decorate the outside of the building. They should serve to define outdoor spaces, be members of a total environmental system (i.e drainage and treatment) and create energy efficiencies with shade and light for buildings. Additional tree planting should be encouraged for future growth and to act as natural buffering to existing single-family zones. 	<ul style="list-style-type: none"> Parking spaces should include drainage elements such as filtering strips, below-grade detention and grass paving. Green roofs should be encouraged as a technique for managing drainage, reducing building energy use, improving air quality and increasing usable green space. As roadway improvements occur, drainage solutions should be planned as a complete system with understanding of surround neighborhood issues. These solutions might include structured drainage underground or swales / natural drainage techniques. Stormwater detention/retention areas should be designed as public art amenities for the area with understanding of issues of public safety and potential to assist in water treatment.

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Conceptual Framework – Zone Descriptions & Basic Guidelines

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SCHOOL / INSTITUTION	<p>CURRENT STATUS: The School Zone is currently the western portion of the Sunrise Golf Course. This area has open terrain, with significant tree resources on the western portion.</p> <p>INTENT of DESIGNATION: The intent of this zone is to acknowledge that as the population of Carmel continues to grow there is a need to provide opportunities for education facility development. By locating the school zone in this location, the school can take advantage of the resources of the Monon Greenway, the significant tree and vegetation (including Slime Lake), and be located in a neighborhood where students could walk to school.</p> <p>FUTURE INTENDED CHARACTER: This zone would have the character of a school not just for basic school services, but also acting as a community center and gathering space for the neighborhood. The school's site design and building design would be inviting to students, citizens and visitors including small recreation fields, outdoor learning opportunities and indoor gathering spaces for community events.</p> <p>Additionally, this area might be a use other than a traditional elementary school, such as a learning academy, community/recreation center or nature center.</p>	<ul style="list-style-type: none"> School buildings should be oriented on their site in ways that understand and benefit from environmental conditions such as drainage, solar direction, wind effects and light/shadow. The buildings should relate to the mixed-use residential zone street network with designed drop off areas for children. The school building should be sensitive to the woodlands area through scale and lighting. 	<ul style="list-style-type: none"> The school structures should be no more than 50 feet in height. 	<ul style="list-style-type: none"> Parking lots should be designed as stormwater management systems with below and above grade systems. On-street parking should be viewed as a viable alternative for additional parking needs. Should overflow parking occur, areas of the school zone should be designed with grass paving for additional parking needs. Walking to school should be encouraged. 	<ul style="list-style-type: none"> The footprint of the main school building should not be greater than 50,000 square feet. A two story building is encouraged. 	<ul style="list-style-type: none"> Buildings should be clad in comfortable building materials such as wood and brick, etc. Glass and Steel present acceptable alternatives when they create an engaging interaction with the public realm (reflective glass would be an example of something not fitting with this guideline) Materials should be durable and be utilized in a way that understands basic building science for moisture control, energy efficiency, and health and safety (mold, etc.) Building colors should reflect the unique character of this area and avoid monotonous and bland colors. 	<ul style="list-style-type: none"> Variation, uniqueness and expression are encouraged in the architecture, while keeping with the principles of Urban Design form outlined earlier. Modern designs should respect the character of the surrounding neighborhood and natural setting. "Backs" of structures should be designed to enhance the visual experience of the residential conservation zone to the east and south. 	<ul style="list-style-type: none"> Effort should be taken to preserve existing tree areas through smart site design. Trees and landscape elements should do more than just decorate the outside of the building. They should serve to define outdoor spaces, be members of a total environmental system (i.e drainage and treatment) and create energy efficiencies with shade and light for buildings. Additional tree planting should be encouraged for future growth and to act as natural buffering to existing single-family zones. 	<ul style="list-style-type: none"> Parking spaces should include drainage elements such as filtering strips, below-grade detention and grass paving. Green roofs should be encouraged as a technique for managing drainage, reducing building energy use, improving air quality and increasing usable green space. As roadway improvements occur, drainage solutions should be planned as a complete system with understanding of surround neighborhood issues. These solutions might include structured drainage underground or swales / natural drainage techniques. Stormwater detention/retention areas should be designed as public art amenities for the area with understanding of issues of public safety and potential to assist in water treatment.

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Conceptual Framework – Zone Descriptions & Basic Guidelines

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FOREST PRESERVE	<p>CURRENT STATUS: The Forest Preserve Zone is currently a heavily wooded area surrounding Slime Lake and containing a section of the Monon Greenway.</p> <p>INTENT of DESIGNATION: The intent of this zone is to acknowledge that there are few, if any, wooded areas along the Monon Greenway in Carmel that have the woodland diversity and quality of this area. Therefore, despite this area being private land, it is designated as Forest Preserve to highlight its significance to the immediate neighborhood, as well as the community at large, as an area that must be preserved for future generations. Through this designation, it is desired that community action will be spurred to compensate the private land owner and convert the area into public forest preserve.</p> <p>FUTURE INTENDED CHARACTER: This zone would maintain its natural setting and biodiversity. The adjacent school zone would utilize the forest preserve area, including Slime Lake, as an outdoor learning tool. For generations, this area would continue to be a natural oasis in the City of Carmel.</p>	<ul style="list-style-type: none">No building unless small recreation shelter or trailhead	<ul style="list-style-type: none">No building unless small recreation shelter or trailhead	<ul style="list-style-type: none">In conjunction with the School Zone parking areas.	<ul style="list-style-type: none">Not applicable	<ul style="list-style-type: none">Not applicable	<ul style="list-style-type: none">Not applicable	<ul style="list-style-type: none">Begin tree identification program and outdoor learning program.	<ul style="list-style-type: none">Maintained as a part of the natural area of the Forest Preserve.